Central American NEWSLETTER

Newsletter of the Central American Group of the Spanish Main Society.

Editor: Michael P Birks, Flixton Girls' School, Urmston, Manchester M31 3DR, England 061-747 5924 (Home)

Vol III, Nº.51 April 1993

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The **Central American Group** is a part of the **Spanish Main Philatelic Society,** the leading Society in the world for collectors of Latin America. The journal of the SMPS is 'The Mainsheet', published quarterly, and is available by annual subscription from the Secretary, Brian Moorhouse, PO Box 105, PETERBOROUGH PE3 8TQ, England. Phone 0733 268708. Subscription is currently £8 in Europe or $20 elsewhere. Cheques in sterling or US$ should be made payable to 'The Spanish Main'. A three year subscription of £21/$54 and a five year subscription of £30/$80 are available and payment for these longer subscriptions may be made by Access, Mastercard or Visa.

The **Central American Group** caters for collectors of Mexico to Panama. Its journal, which you are now reading, is published quarterly, and is available by annual subscription. The subscription is currently £5 in Europe or £6 elsewhere. Dollar bills, or sterling cheques payable to 'The CA Group' should be sent to the treasurer, Colin Eddleston, 19 Sion Hill, BATH BA1 2UJ, England. Phone 0225 315608. We shall be pleased to forward the relevant portions of multi-subscription cheques to the SMPS or the Chile Group.

Back issues are available to members at 75p/$1.50 each, although issues 1-20 inclusive can be purchased for £10/$20 complete. Non-members may request a sample copy for 75p/$1.50 post paid. Requests for back issues should be sent to the Editor, to whom cheques should be made payable.

The group leader is Richard Saundry, Gwrych Cottage, Godstone Road, Bletchingley, REDHILL, Surrey RH1 4PL, England. Phone 0883 742186.

The Group does not run a packet. The SMPS Packet Secretary is Brian Sylvester, 3 Russel Court, St Lukes Road, MAIDENHEAD, Berks SL6 7AP, England. Phone 0628 784555.

Although most packets are of a general nature, there are occasional specialised one country packets. Good and unusual material is always wanted.

Owing to insurance difficulties, the packet is not available to overseas members, although we shall be pleased to accept material for inclusion in the packet from them.

The Auctioneer of the SMPS is Brian Moorhouse, to whom Auction and Private Treaty lots should be sent. Brian is a dealer, and will include your name on his mailing list if requested.

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EDITORIAL

We are pleased to welcome the readers of The Seebecker to our journal whilst Bill Welch is unable to continue through ill health. I am sure that everyone wishes him a speedy recovery with the hope that he will once again take over the Editorship of that journal.

Unfortunately there was no copy left unused and consequently there is nothing of specific Seebeck interest in this issue. We hope that those of you who are interested in Seebecks will contribute to our journal in the future and include the Seebecks of Ecuador.

8 May 1993, is the date of oue next Provincial meeting, to be held in York. This meeting has been arranged by Martyn Cusworth and details of the arrangements are enclosed for those of you living in Britain. We hope that as many members as possible will attend, with their wives, and feel free to bring along as many collectors as who would like to attend. There is no charge for the meeting and food is available at the venue. This open invitation has been sent to about twenty Societies within reasonable distance from York, and we are hoping for a good turnout.

I asked in the last Newsletter for opinions on the quality of reproduction of our journal in light of the comments received from the judges at Philatex. Without exception, those of you who responded, and my thanks to those of you who did, support the present policy of printing at low cost to keep the subscription down.

I would welcome articles for future issues, particularly concerning those Republics which are not often featured: El Salvador, Honduras and Guatemala. We have permission to reproduce articles from our sister journals in Canada and the US, with due recognition of course, and I would welcome both original pieces and recommendations of articles which are worthy or reprinting. I flatter myself that I can judge the quality of a Nicaraguan piece, but I would not fully trust my judgement on the other Republics.

mpb

PAN AMERICAN AIRWAY PILOT BASIL L.ROWE AND MEXICAN AIRMAILS

by MARINO RIOSA and RICHARD SAUNDRY

The final chapter of Pan American Airways, once the most powerful airline in the world, was written just a few months ago when the news of its demise was reported worldwide.

Following its foundation, the story of Pan Am and the development of airmail services in Mexico and the other countries of Central and South America were closely related, Under the determined and single-minded leadership of Juan Trippe, President of Pan Am, the most ruthless of policies of pressure, buy-outs and restricted practices were pursued. One of Trippe's first 'victims', during the formative years of what was destined to become an Empire, was Basil L. Rowe and his airline, the West Indian Aerial Express Co., (W.I.A.X.).

Basil Rowe originally arrived in the Dominican Republic in early 1927 seeking suitable venues for stunt flying displays. He was destined, however to become instead Chief Pilot of a new-borne airline, W.I.A.X.. Rowe's airline was smart enough to secure mail contracts from Haiti, the Dominican Republic and Cuba, and it was not long before scheduled services between these Caribbean Republics commenced, this being the first occasion that an airline had successfully undertaken airmail services in the Caribbean area.

On 31 May 1928 the U.S.P.O. advertised for bids for U.S. Foreign Air Mail Route 6 (FAM 6) between Miami and San Juan in Puerto Rico. If Pan Am was to successfully bid for this lucrative airmail route Basil Rowe and W.I.A.X. as a rival operation had first to be neutralised. Pan Am secured the contract and on 16 October W.I.A.X. was obliged to sell its assets to Pan Am. Rowe, pragmatically, embarked on a subsequent distinguished career on the pay-roll of the winners.

Meanwhile in Mexico, Cia Mexicana de Aviacion, (C.M.A.), had been granted several Mexican airmail routes, two of these being R.A.C. 1 (Mexico City - Tuxpan - Tampico) inaugurated 15 April 1928, the other being R.A.C. 2 (Vera Cruz - Merida) inaugurated 1 October 1928. C.M.A. had no serious rivals in Mexico at that time. On 2 January 1929, however, the U.S.P.O. advertised for bids on FAM 8, the Brownsville, Texas - Tampico - Mixico City route. Ultimate survival of Pan Am was perceived by Trippe as being dependant on also securing this American mail contract. On 23 January Pan Am bought the entire stock of C.M.A. for 300,000 pesos (US$150,000). Trippe was well informed of the potential importance of the Mexican route, having previously inspected it. With FAM 8 not only would Pan Am be in the unassailable position of developing an airmail network serving the Central American and Caribbean areas, but also by securing the Mexican Government contracts already granted to C.M.A. Pan Am would have a virtual monopoly of the airmail services within Mexico.

On 16 February Pan Am was awarded FAM 8 despite having tendered the highest bid, a procedure that was rapidly becoming a habit with Juan Trippe and Pan Am. The fact that Pan Am already owned C.M.A. and obviously enjoyed the goodwill of the Mexican authorities played no small part in gaining the favourable decision of the U.S.P.O..

Meanwhile Pan Am was already set to expand their operations further. New routes had to be surveyed and new aircraft had to be tested. As early as February 1929, Pan Am began to undertake survey flights for possible inclusion of either Merida or Cozumel as additional stops on FAM 5, although regular service to these Mexican airfields did not commence until December 1931. It was during these survey flights that we first find Rowe in Mexico and what appears to be a previously unrecorded flight (figure 1).

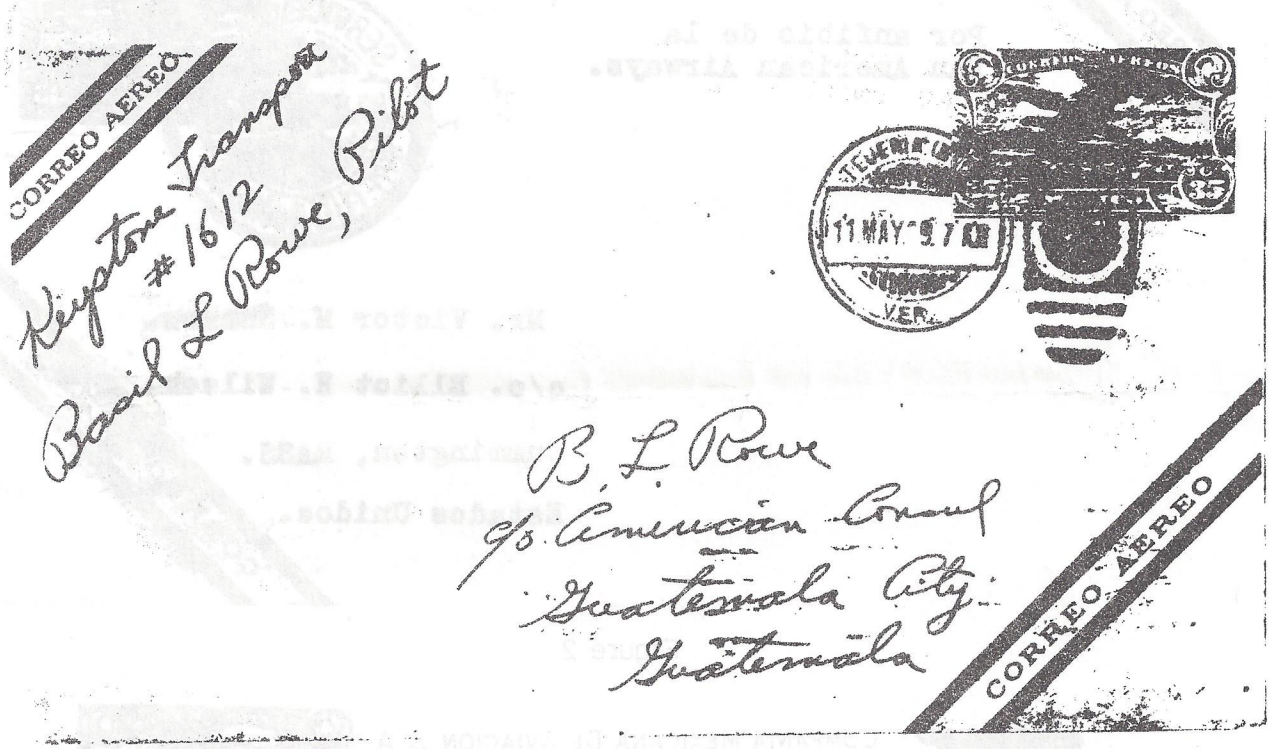


Figure 1

This p.s. envelope H&G FB2, cancelled with the duplex handtsamp of Tejeria Railway Station MAY 11, 1929 - 7am, was signed by the Pilot and addressed to himself at the American Consulate in Guatemala City where it was delivered the same day. From the endorsement in Rowe's own hand "Keystone Transport #1612" we are able to add another bit of information. Keystone Pathfinder # 1612 was a large three-engined transport plane selected by Basil Rowe when he was Chief Pilot of W.I.A.X.. This particular aircraft, one of only three built, was originally intended for entry into the famous Trans-Atlantic prize competition ultimately won by Charles Lindbergh. Re-christened "Santa Maria" it went into service with W.I.A.X.'s initial scheduled operations 1 December 1927. It was handed over to Pan Am on 20 September 1928 which was before the acquisition of W.I.A.X. had been finalised.

Little is known of the subsequent history of the aircraft: we only know that Pan Am soon disposed of it, flying it to Miami in 1929 en route back to the Keystone factory in Bristol, Pennsylvania. The postmark on the Mexican cover indicates that the aircraft was sent back after 11 May.

Two other survey flights in Mexico are known to have been made for Pan Am by Pilot Basil L Rowe. The first of these from Merida to Miami via San Miguel, Cozumel and Havana on 1 July 1929 was conducted using the amphibian Sikorsky S-38 NC 9107. Only twenty covers are believed to have been carried on this flight, most addressed to Victor M Suarez, or self addressed to Rowe himself (figure 2).

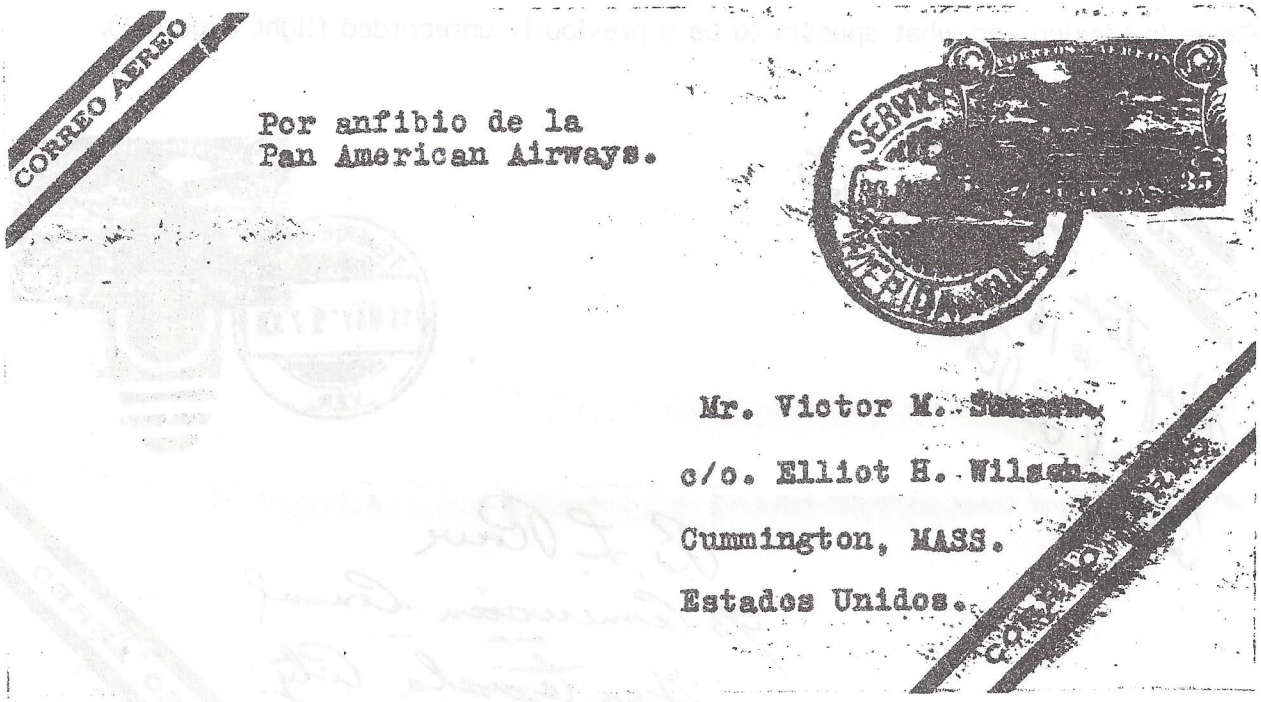


Figure 2

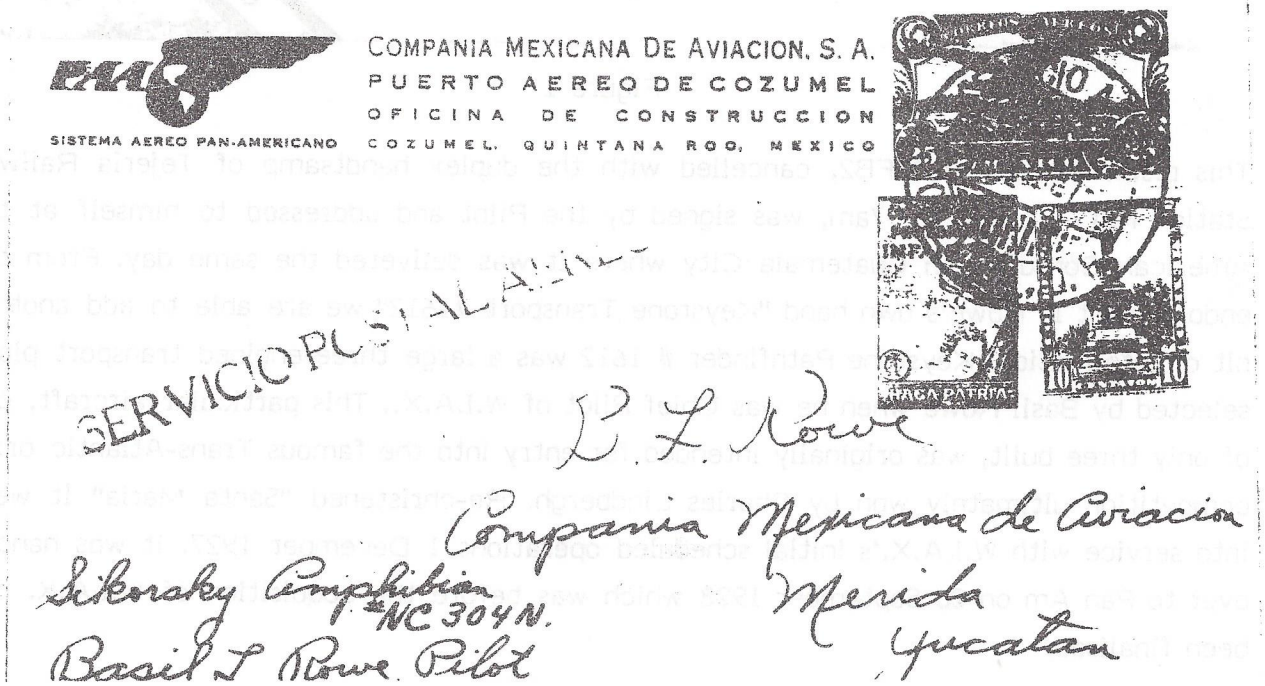


Figure 3

We think it particularly interesting the 'corner card' of the cover flown on the second flight, Cozumel to Merida 12/13 November 1929, one of thirty covers carried (figure 3). Apparently Cozumel airport was still under construction, and C.M.A. as subsidiary to Pan Am was in charge of it. We assume that the small amount of mail on both flights was carried by Rowe for himself and some friends, most likely only for speculative philatelic reasons.

By the time Rowe wrote his autobiography "Under My Wings" in 1955 he had flown more miles than any other man who ever lived; 5,594,000 miles and logged 35,000 flying hours.

HONDURAS: 1877 PROVISIONALS. From Richard A Washburn of Cheshire, CT.

In the CANL of October 1990, Vol.III, #41, last paragraph page 11, I requested information on a small 'half moon' type dealer's or expert's mark on the reverse side of an 'on piece' Honduras 1877 surcharge (Ex-Caspary). The name on this marking looked like "Jean Givibimi".

Over the Christmas holidays, I received a letter from a fellow reader, Mark Spycher in Switzerland, who wrote that he had found this dealer's advertisement in the publication L'Echo De La Timbrologie. The correct name, however, is Jean Cividini, with a 'C'. His advertisement first appeared in April 1924, (#680) at 22 Rue Milton, Paris IX. The last advertisement appeared in 1933, at the same address. He advertised only sporadically offering stamps of German States, Italian States, Spain, Moldavia and Swiss Cantonals but all of second quality. In 1933, he offered France and Colonies as well as errors.

COLLECTORS WANTS

In the interests of security, this journal does not publish addresses. We shall be pleased to forward any correspondence unopened, addressed to anyone c/o the Editor.

Postal History International. Vol.8 #7. Required by Robert A Mason.

Nicaragua. SG 574-585, Scott 466-78, mint. (Palace & Cathedral 1928)
Nicaragua. SG 1748-1762, Scott 876, C747-60, mint. (1971 Resello surcharges).
Required by Mike Birks

Nicaragua. SG 1760, Scott C758, mint. (40¢ on 1C10 UPU air).
Haiti. SG 1546. 1986 25¢ on 5¢ 1983 Centenary of UPU membership (1483).
Honduras. SG 791-94. 1972 Masonic Lodge overprints, mint.
El Salvador. some 1924 UPU errors.
Haiti, Honduras, Panama and Peru. Some UPU overprint varieties needed.
Required by the Venerable Dr Mark Dalby

Honduras. SG 791-94. 1972 Masonic Lodge overprints on any covers.
Required by Richard Heap

Nicaragua 1921 Centenary of Independence issues on covers c/o Mike Birks

THE RAILWAYS OF NICARAGUA by DR ANTHONY GOODBODY

Introduction

Nicaragua is the second largest of the Central American Republics, with an area of 57,000 square miles. It is also the most sparsely populated. It extends across the isthmus, with Honduras to the north and Costa Rica to the south. The country's only railway, Ferrocarril del Pacifico de Nicaragua, has (World Railways, 1992) 300 km of 3ft 6in gauge track and is now operated entirely by diesels. The main line is from Corinto to Granada, with branch to Rio Grande. Reference to Cook's Overseas Timetable (Summer, 1990) shows that passenger trains operate only on the main line between Managua and Leon (82 km) and the branch from Leon to Rio Grande (86 km). There have been other railways in the past and some of these we shall have cause to examine.

Definitive Issue, 1890 (SG 27-36)

The first stamps to show a locomotive were issued jointly for postal and telegraphic purposes and inscribed "CORREOS Y TELEGRAFOS". There were also a number of printed postcards (figure 1) and these were inscribed "CORREOS/CORREOS".

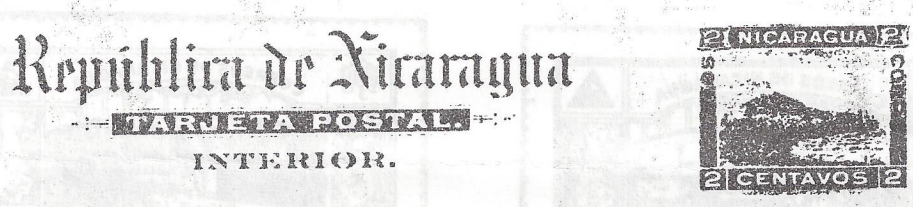
As it is usual with such stamps, the identification of the locomotive presents some difficulties. The Baldwin Locomotive Works, which is the only manufacturer for which I have reliable information, began to export to Nicaragua in 1870 and a stocklist of uncertain age, which I have in my possession, reveals that Nicaragua has used little other than Baldwin locomotives since then. The exceptions were four ALCO 2-8-0's purchased in 1928/9, a Vulcan Iron Works 0-6-0 built in 1946 and four Henschel 2-8-2's built in 1953.

The oldest locomotive on the list was a Baldwin 4-4-0 of 1887 with running number 8.

If we assume that the stamp depicts an authentic locomotive, it could be one of these. Indeed Baldwin locomotives can be found which reproduce the main features of the one on the stamp more or less exactly. However, the assumption that the locomotive on the stamp had anything to do with the country for which the stamp was issued is probably not justified. These stamps were from one of the Seebeck issues produced by the Hamilton Banknote Company of New York, and it is doubtful whether the designer would have gone to the trouble of securing an authentic locomotive illustration from which to design the stamp.

Definitive Issue, 1900 (SG 137-49, 184-86)

The locomotive on this issue is even less likely to be identified. However, the locomotive is not the main point of interest. The stamps in this set were printed by the American Bank Note Company. A glance at the catalogue prices for the mint stamps will be sufficient to indicate that they had nothing to do with Seebeck.



The design shows a train on the shore of Lake Managua, with Mount Momotombo in the background, and the significance of the stamps stems from the fact that they were once used for political purposes. When the United States authorities were debating where to build the canal linking the Atlantic and the Pacific Oceans, a route across Nicaragua was one of the possibilities considered. The Nicaraguans themselves were very much in favour of the scheme, and did much to publicise its advantages. There was one major drawback, however, and this was the volcanic nature of the country through which the canal would have to be cut. The oponents of the Nicaraguan route were quick to take advantage of this by whatever means they could devise. One of their acts was to distribute copies of stamps from the 1900 definitive series to members of the United States Canal Commission to discourage the United States from building the canal in a volcanic area.

The stamps were mounted on cards headed "Postage Stamps of the Republic of Nicaragua". Under the stamp was the sub-heading "An Official Witness of the Volcanic Activity on the Isthmus of Nicaragua", and under that the words: "Owing to an earth-quake following an eruption of the volcano (to be seen smoking in the background) the wharf and the locomotive (to be seen in the foreground) were thrown into the lake together with a large quantity of sacks of coffee, on the 24th March, 1902, at 1.55 p.m.". (Iris de la Tarde of Granada and Democracia of Managua, two Nicaraguan Newspapers. See also New York Sun of 12 June 1902.)

Silver Currency Definitive Issue, 1912 (SG Z115-29)

Apart from numerous overprints on the 1900 issue, the next stamps to show a locomotive did not appear until 1912, on a special issue for the province of Zelaya, formerly known as the Mosquito Coast. Separate stamps for this part of the country were necessary because of currency differences. The stamps were printed by Waterlow.

Opening of the Rivas Railway, Opening of Leon-Sauce Railway, 1932 (SG 726-35, 739-48)

We now come to the notorious issues of 1932 for the opening of the Rivas and Leon-Sauce railways. The bare facts, as given by the catalogue, are that the stamps were typographed on soft porous paper and that fraudulent reprints exist on thin hard paper. An article by the stamp dealer Richard N Cone which appeared in the Casey Jones Railroad Unit Newsletter for February 1960, seems to me to be of sufficient interest to be quoted in full:

"The Nicaraguan railroad stamps most certainly deserve all warning possible, as the catalogue and market values are now so high as to make peddling of the reprints very profitable if gotten away with. They are among the scarcest Latin American commemmorative issues. I do not know the designer of these stamps but believe the lithograph stones were made from photos of various scenes. The quantities issued are 1000 of each stamp, all stamps being prinited in miniature sheets of four. Today these sheets are exceedingly rare. I have just bought one cover with the set C67-71 (i.e. SG 731-35) legitimately used on its only day of issue, December 18th., 1932.

Fraudulent reprints of these issues were made at various times in great quantity. Thousands of sheets of reprints were siezed by the Nicaraguan Government when it 'cleaned house' among Nicaraguan stamp dealers in 1952. Material thus siezed was destroyed by burning, but uncounted thousands of reprints had already been distributed throughout the world for years.

Here is my test for the originals of any Nicaraguan railway stamps described above, if you care to try it. The paper has on one side or the other, but not both, a tiny slitting, that is very small slits, close together. This condition becomes more noticeable after a thorough soaking in COLD water. Never use warm water, as the brown colours tend to bleed a little. While still damp, the stamp should be examined carefully, slanting towards the light, in all possible directions. Paper of the original railroad issues is known as bond, semi-satin, and is very white. My friends tell me my test for genuineness is not easy for them. The slits on one side of the paper are not easy to note unless you have had some experience in examining several of these stamps.

If, after all this you suspect that the stamps in your album are not genuine, do not despair because even the reprints are catalogues by Scott (1973 edition) at $1 each."

The Rivas Railway opened on 18th December, 1932 and ran from Port San Jorge to San Juan del Sur. It has since been closed. The Leon-Sauce Railway opened on 30th December, 1932 and ran from Leon to El Sauce. It is still in existence and has been extended to Rio Grande.

The identification of the locomotives which appear on these stamps is not made any easier by the amazingly poor quality of the printing. There is not one from which it is even possible to discern the wheel arrangement. Arguing from purely circumstantial evidence, it seems likely that the newest locomotives would be the ones to be used on the newly opened lines. These were the four 2-8-Cs built by ALCO (formerly the American Locomotive Company) and delivered in 1928/9. They were numbered 27-30. The only detail I have is its weight: 95,000 lbs, including the tender. The ALCO works numbers were 67228/9 and 67663/4.

While genuine unused stamps are very scarce, genuine stamps used legitimately are scarcer still. The Rivas Railway issue was available for use on the day of issue only. Richard Cone quoted above has stated that the only genuine covers he has seen were pre-dated by one day, that is they are postmarked December 17th., 1932 at Managua.

to be continued

DR CARLOS SAENZ MATA 1907-1992

An Appreciation by RICHARD H SAUNDRY

Afficionados of Costa Rican stamps and postal history were saddened to hear of the death on 18 September last year of Dr Carlos Saenz Mata. Dr Saenz's long life was distinguished by many achievements in the medical field, having served at one time as Superintendent of the Medical Department of the United Fruit Company in Golfito, and subsequently as Director of Calderon Guardia Hospital in San Jose.

Despite great demands on his time Dr Saenz was, nevertheless, able to devote much energy and ability in promoting the cause of Costa Rican philately not only within Costa Rica but throughout the whole philatelic world. His collection of Costa Rica was one of extraordinary breadth and depth, but most collectors will remember him as the author of his three catalogues:- one on stamps (the Catalogo de Sellos de Costa Rica) which remains the only in-depth specialist reference book on Costa Rican stamps, a catalogue of Costa Rican revenues, and a third catalogue on postal stationery (Catalogo de Enteros Postales (1984)). Additionally Dr Saenz was the author of a remarkable popular handbook designed to whet the appetites of fellow Costa Rican collectors and non-collectors alike for classical Costa Rican Stamps (Era de Oro de la Filatelia Costarricense 1863-1903, pulished 1984).

Many collectors no doubt will recall his many acts of personal kindness. Although I never met Dr Saenz personally we did correspond on a couple of occasions and his replies to my queries were always courteous and more than just helpful.

Recently I happened to be thumbing through some 'modern' Costa Rican covers and found an interesting note written by Dr Saenz to Mr F A Helmholz in Chicago inside one of my envelopes. As the letter was philatelically interesting I take the liberty of repeating some key paragraphs as the subject matter may be of interest to present day collectors not familiar with stamp collecting in Central America some fifty years ago. How dependent were collectors on people like Dr Saenz to provide vital information and secure sets of stamps. The letter was sent from Limon on 11 January 1941:

> "The children's set turned out to be a speculative issue and apparently the high values were brought out by two or three persons and I was unable to buy any at the bank or post office. So far I got one set of singles for my collection but have been unable to get them in blocks of four. Just this morning I got another set and I am sending it to you just for what they charge me; $10.00. If you don't want, please return to to me immediately.
>
> If you are interested in a set of the air mails (the punched ones) in an envelope let me know. They offered me one set."

Within the same envelope with the letter was a cut-out of a couple of paragraphs from the California Collectors Club (contributed by J A Weston) indicating that the stamps

referred to in Saenz's letter were the set prepared for issue in 1939 for the 8th Pan American Ch ild Welfare Congress. The Congress was indefinately postponed and the stamps issued 2 December 1940, overprinted for the Pan American Day of Health. We can conclude, therefore, that the set of stamps that had been 'cornered' in Costa Rica by 'two or three people' were the set of four values (SG 261-74, Scott 191-95, C46-54).

The prices quoted for this set were £70.00 mint and £80.00 used (Gibbons Pt15, 1984) and $99.90 mint and $96.70 used (Scott A-F, 1981). The current value of the set is probably greater than these old prices, a good return on the original asking price. The Saenz catalogue quotes the official numbers of each stamp issued but adds that the actual numbers issued were probably less. The key stamps in this set are the high value airmails with official figures of only 2,486 and 1,986 copies for the 5 and 10 colon values respectively. The set is highly prized be collectors but it remains a matter of regret that the complete set was apparently not freely available to the public. Genuinely used examples of the high denomination stamps must be scarce and on cover would be a distinct rarity.

The airmails with the punched holes were of course the official airmail stamps - those with the holes theoretically should not have been available to collectors. The printings of the high denominations were extremely small - Saenz states that there were only five hundred each of the 5 and 10 colon top values issued in 1937. Apparently these stamps are not given catalogue status either by Gibbons or Scott.

It is unfortunate that although Costa Rica has generally a good record as far as its stamp issuing policy is concerned, nevertheless there were a number of instances of manipulation of stamp sales to the philatelic public. Dr Saenz's letter highlights the 1941 issue as another example of this shady practice.

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THE RAILWAYS OF GUATEMALA From **Robert W Richardson** of Bellefonte, PA.

The small locomotive shown on the Q 0.25 stamp (page 201) is now in the National Museum at Washington, DC. Before the government took over IRCA it was given by the railroad's owner to the Museum. At first the engine was placed in a park in a not very safe Washington Neighbourhood where vandalism would have destroyed it. The diesel locomotive is one of a series built in Spain which was obtained on some kind of international development financing.

The two locomotives of the Uintah Railway which ended up working on the hill out of Escuintla, were out of service in 1965 and scrapped.

The railroad also had a branch to San Felipe from Mulua on the main line (a few miles west of Mazatenango), and another branch 18 miles long to the Pacific port of Champerico.

After the government took over in 1968, much of the passenger service was discontinued, the San Felipe branch abandoned, and most of the steam locomotives cut up for scrap, as Japan was paying $30 a ton for good steel scrap at San Jose docks.

Owing to an oversight, the last paragraph of Richard Saundry's article on **Costa Rican** black prints was omitted. The article is concluded here.

On reading the photocopied chapter on embossing I see an example of an adhesive stamp produced by three different printing techniques. Such examples must be extremely rare, and since the combination of these three printing methods was used to produce a stamp for one of the Central American Republics, El Salvador (which does not figure often enough these days in our publication) I will relate it here. This is SG N°.873, the 55¢ airmail issued 16 March 1935 for the 'Third Central American Games' (SG 834) printed by the Colombian Bank Note Co. by the line-engraved (recess) method, which was overprinted "Habilitado" by relief printing (typographic) method to produce SG 844 (issued 27 June 1935), and then finally the boxed surcharge "30" was added by raised relief printing in colour (embossing) to give a third stamp issued 28 July 1937.

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COSTA RICAN BLACK PRINTS. From Giana Wayman of Costa Rica.

The prints were taken from the dies after being discovered in the printer's archives. We acquired the dies shortly afterwards and no more prints were taken from them, so the blacks are the only ones that exist as of now. The exact number is not known to me but it is modest, probably about fifty (definitely more than ten but nowhere near one hundred).

The dies have not been defaced or destroyed and currently reside in a collection in C.R.. The collector, who is reasonably middle aged, has them for his own enjoyment and no prints will be taken from them during his ownership. He hopes to leave them to a museum.

There are three dies. One is the Waterlow 5¢ used in 1903 and 1930. The other is however the Waterlow and Layton of 1907. This die is very distinct from the Waterlow of 1903 and close to the ABNCo of 1910. The difference between the W&L and the ABNCo may not be clear in the black print but is clear in the die. The third is an unissued 25¢ value which is presumably a W&L product. No 10¢ was found but there was also a Salvador die and possibly others.

The dies are about 1" thick, oval in shape, a flat bottom with rounded edges and a surface about 25% larger than the printed area. They are made of hardened steel. The owner has not yet figured out how to display them in an exhibition.

This is to confirm that while the black proofs were taken after the discovery of the dies in the early 80's they were taken from the genuine dies and they are the only proofs likely to be pulled from them for many years. Their number is large enough that they are not rare but small enough that they are desirable items.

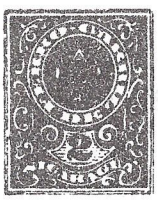
THE REVENUE STAMPS OF NICARAGUA

Continued from page 223. Comments on this tentative listing are invited.

ISSUES FOR THE PROVINCE OF ZELAYA

Bluefields General Issues

Engraved and printed by Waterlow & Sons Ltd.. Perf 14-15. Size 20 x 24 mm. Sheet size unknown, but these stamps are always found in blocks of 20, without sheet margins, as a maximum.



1903. Surcharged 'TIMBRE FISCAL/Vale 5 cents.', in black or shades of red, in two lines, reading down.

BZ 1 5c on 2nd (surcharged in black)
- a surcharge reading up
- b surcharge underprinted
- c surcharge in red brown
- d as in c, surch reading up
- e as in c, surch underprinted
- f surcharge in carmine
- g as in f, surch reading up
- h as in f, surch underprinted

I have never seen this surcharge applied to the 1st class vermilion railway ticket, although I have seena report of this stamp. Similarly it is reported that the '5 cents' exists in a different font. All variations I have seen are due to variations in inking. I would welcome the opportunity to see these varieties if they exist.

1905. General revenue issue of Nicaragua (GI 1), surcharged 'Timbre Fiscal/5 ctvs') and handstamped 'B/Dpto. Zelaya' in grey black, horizontally.

BZ 2 10c on 1st
- a surcharge vertical
- b 'Dpto. Zelaya' omitted ('B' only)
- c as in b, surcharge vertical

1905-6. General revenue issue of Nicaragua with arched overprint 'DEP. DE ZELAYA' in black. Perf 12.

BZ 3 5c yellow
BZ 4 10c turquoise blue
BZ 5 25c lilac
BZ 6 50c yellow green
BZ 7 1p yellow brown
BZ 8 2p pearl grey
BZ 9 5p ultramarine
BZ10 10p pinkish rose
BZ11 25p dark green

1906. Nº.BZ 3, overprinted '1906' in black.

BZ12 5c yellow

1909? General revenue issue of Nicaragua (GI 1) with typeset overprint 'B/Dpto. Zelaya' reading down in black. Lines 8 mm apart.

BZ13 10c on 1st vermilion
- a lines spaced 4½ mm apart
- b 'D' for 'B'
- c opt horizontal, lines spaced 6 mm apart
- d as in c, opt inverted
- e italic 'Z' in 'Zelaya'

1909. 1903 General revenue issue of Nicaragua (GI 4-8) handstamped 'B/Dpto Zelaya' and arc.

BZ14 5c yellow
BZ15 10c turquoise blue
BZ16 25c lilac
BZ17 50c yellow green
BZ18 1p yellow brown

1909. Same handstamp as above, on BZ 3-7.

BZ19 5c yellow
BZ20 10c turquoise blue
BZ21 25c lilac
BZ22 50c yellow green
BZ23 1p yellow brown

1909? 1903 General revenue issue of Nicaragua (GI 6-7) handstamped 'B' in black.

BZ24 50c yellow green
BZ25 1p yellow brown

1909? As above, handstamped in violet, on GI 5,7.

BZ26 25c lilac
BZ27 1p yellow brown

1909? 1903 General revenue issue of Nicaragua (GI 5-6) overprinted 'B/Dpto Zelaya' in black.

BZ27 25c lilac, opt horizontal, spaced 9 mm.
- a italic 'Z'
- b opt reading up, spaced 2½ mm

BZ28 50c yellow green, horizontal, spaced 9 mm
- a italic 'Z'
- b opt reading up, spaced 2½ mm
- c opt reading up, spaced 6 mm
- d as in c, italic 'Z'

1909? 1908-11 General revenue issue of Nicaragua (GI 25-9, 31-3, 36) handstamped 'B' in black.

BZ29 5c vermilion
BZ30 10c deep green
BZ31 25c yellow orange
BZ32 50c olive green
BZ33 1p dark brown
BZ34 2p deep blue
BZ35 5p purple
BZ36 10p grey black
BZ37 50p blue

1909? 1908-11 General revenue issue of Nicaragua, (GI 28) overprinted 'Dep/Zelaya/B' in black.

BZ38 50c olive green

1909? 1908-11 General revenue issue of Nicaragua, (GI 28) overprinted 'B/Dpto Zelaya' in black, reading upwards.

BZ39 50c olive green
a italic 'Z'
b opt reading down
c as in b, italic 'Z'

1909? 1908-11 General revenue issue of Nicaragua, (GI 28) handstamped 'B' in black.

BZ40 50c olive green

1911. 1911-12 Lithographed general revenue issue of Nicaragua (GI 37-41) overprinted 'B' in various shapes and sizes in black.

BZ41 5c violet on green
a white label partly showing
BZ42 10c green
a white label partly showing
b pair imperf vertically
BZ43 25c rose red on green
a white label partly showing
BZ44 50c red brown on blue
a white label partly showing
BZ45 1p blue
a white label partly showing

1911. Telegraph stamp (overprinted postal issue), surcharged:

DPTO. ZELAYA
TIMBRE FISCAL
CINCUENTA CENTAVOS

BZ46 50c on 15c brown violet

1911. As above surcharged:

Dpto Zelaya
TIMBRE FISCAL
CINCUENTA CENTAVOS

BZ47 50c on 15c brown violet

1911. Surcharge similar to that on BZ46, but with 'Vale' added, and in five lines.

BZ48 50c on 15c
a 'FIRCAL'
b 'VAKE'

1911. Surcharge similar to that on BZ47, but with 'Vale' added, and in five lines.

BZ49 50c on 15c
a 'Timbre Fiscal'

1911. Same surcharge on 1903 General revenue issue of Nicaragua (GI 7).

BZ50 50c on 50c yellow green

1912. 1908-11 General revenue issue of Nicaragua, (GI 25-9) overprinted '1912/B' in violet.

BZ51 5c vermilion
BZ52 10c deep green
BZ53 25c yellow orange
BZ54 50c olive green
BZ55 1p dark brown

The introduction of Gold Currency in 1913 brought to an end the need for special issues for the Province of Zelaya.

to be continued

The following stamps were omitted from the listing in the last issue:

1935. General issues overprinted 'Resello 1935' in blue rectangle.

GI158A 1c vermilion
GI158B 2c deep green
GI158C 4c orange
GI158D 5c blue
GI158E 10c yellow
GI158F 25c brown
GI158G 50c lake
GI158H 1 Cor violet
GI158I 2 Cor olive brown
GI158J 2½ Cor slate
GI158K 5 Cor orange
GI158L 10 Cor grey green
GI158M 25 Cor olive green
GI158N 50 Cor emerald green
GI158O 100 Cor dark blue

From **Richard Washburn** of Cheshire, CT.

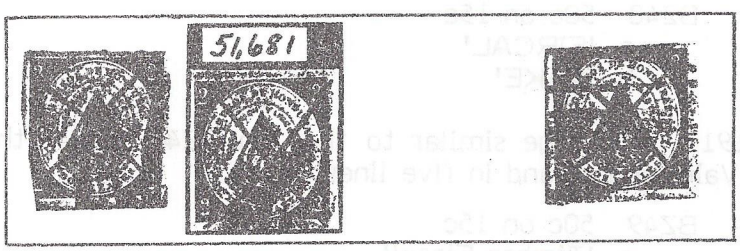
"Additional information on the railways of Honduras may be found in CANL Nº.16 of June 1984.

One might possibly misinterpret some of the information contained in this article. The FCN or Ferrocarril Nacional de Honduras, only reaches a few kilometres beyond the town of Potrerillos and does not extend to Comayagua.

The towns of Puerto Castilla (adjacent to the Port of Trujillo) Sona guera, Arenal, and Bonito Oriental are all on the Caribbean coast and were at one time connected by either Truxillo or Standard Fruit and Steamship rail lines. These lines were/are used to haul bananas, freight, with some limited passenger service."

Richard very kindly enclosed an up to date map and article banana railways which have been forwarded to Tony Goodbody.

Also from **Richard Washburn:**



1866. MSS + TAX OR ARR. PMKS.

"Can anyone identify the marking on stamp #51681?

I have been told that it is some kind of British due mark but all efforts to date have been fruitless. The stamp probably came through Panama or British Honduras to England in the 1870's."

CENTRAL AMERICAN NEWSLETTER - Private Treaty List N°.8

M P Birks, Flixton Girls' School, Flixton Road, URMSTON, Manchester M31 3DR, England.

The Newsletter mailing is staggered to give overseas collectors a fair chance of obtaining these offers, but a prompt reply is essential. Please do not send payment in the first instance. Invoices will be sent with successful purchases and prompt payment will be appreciated. Invoices will be sent separately upon request. We will be happy to accept sterling in any form or US dollar bills at two to the pound sterling. Postage is extra. Unless requested otherwise and responsibility accepted, mailings over £10 (overseas) or £20 (UK) will be sent by registered mail and charged (£1.90). Sterling cheques should be made payable to 'M P Birks'.

Lots may be returned for any or no reason. Unless the lot is misdescribed, the outward postage should be refunded to me. I cannot guarantee the prices are realistic: I would appreciate unrealistic prices being pointed out.

Vendors: Commission is 12½%. Payment can be made in sterling (at no cost), dollar bills at cost or Eurocheque (£1.90). Lots should be accompanied by a suitably described and priced list, preferably with both Scott and SG numbers. Where this is not possible one or the other should be used, stating which.

(R) indicates a lot which is being re-offered at a reduced price.

COLOMBIA

C 1 17.07.37 FF Cali-Guayaquil.	(R)30.00
C 2 as above but with one stamp damaged before affixing to cover	(R)25.00
C 3 29.07.32 FF 'Transversal' to Bogota. Cachet.	(R)5.00
C 4 a similar cover with different adhesives, to Barranquilla. Cachet.	(R)5.00
C 6 15.07.33 FF Medellin-Bogota. Cachet.	(R)10.00
C 7 16.11.34 FF to Arauca and Puerto Carreno. Cachet.	(R)5.00
C 9 15.06.31 FF direct to Miami addressed to NY. Rated 35c.	(R)7.50
C11 13.07.57 FF Bogota-Lima, Peru. Illus cover. Commem cancel.	(R)4.00
C12 17.10.60 FF Bogota-New York. Illus cover. Cachet.	(R)4.00
C13 28.04.66 FF Bogota-New York by jet. Cachet.	(R)4.00
C14 11.02.67 FF Cali-Miami. Cachet.	(R)4.00

COSTA RICA

R 3 20.11.43 FF San Jose to Miami TACA. Cachet, enclosing off. greeting card	(R)15.00
R 4 16.12.46 FF San Jose to Houston. Cachet.	(R)4.00
R 5 16.12.46 FF San Jose to Corpus Christi. Cachet and official stiffener.	(R)5.00
R 6 11.03.30 FF Costa Rica to USA. Cachet.	(R)15.00
R 7 06.09.28 CR to San Jose. Cancelled 'Correo de Costa Rica/Homenaje al aviador/Mexicano-Coronel/Roberto Fierro. Vertical crease.	(RR)15.00
R 9 20.11.43 FF CR to Honduras. TACA. Cachet.	10.00
R10 20.11.43 FF CR to Salvador. TACA. Cachet.	10.00
R11 20.11.43 FF CR to Miami. TACA. Cachet.	10.00
R12 20.11.43 FF CR to NY. TACA. Cachet.	10.00
R13 SG 213 x 2,214 & 217 in unissued colours opt 'Waterlow & Sons Ltd/Specimen" and with punched holes.	5.00
R14 SG 260a, surch inv. Unpriced by SG	5.00
R15 SG 300 but without bar obliterating previous value. Not cat by SG, Sanabria 93	10.00
R16 SG 325a inv surch. Not priced by SG	5.00
R17 Between SG 343 and 367, 15 values all opt "MUESTRA"	18.00
R18 1944 Ratification of CR and Panama Boundary Treaty: trial opt in black on 5c violet. Opt double (with slight foxing)	2.50
R19 SG 388a opt in blue, cat £35	10.00
R21 SG 402 with opt inv. Sanabria 144a	4.00
R22 SG 410-12 all with "MUESTRA" opt	5.00
R23 SG 414-26 Centenary of San Juan de Dios Hospital	2.00

R24 SG 427-30 Former Presidents. 2.50
R25 SG 427-30 Former Presidents, all with "MUESTRA" opt. 5.00
R26 SG 432-34, all with "MUESTRA" opt. 5.00
R27 SG 441-5, all with "MUESTRA" opt. 6.00
R28 SG 442 but surch in black. Sanabria 198a. 7.00
R29 SG 443, surch inv. Not listed. 6.00

CANAL ZONE

Z 131.12.29 Air mail mint pair. (R)5.75
Z 2Jan 1927. 2c value rotary printing. Perf 10. mint. (R)12.00

DOMINICA

D 1 09.01.29 to USA FAM-F6-6 opened for display (R)6.00
D 2 27.06.28 FF? to USA (R)7.50
D 6 02.00.46 Flown cover. Trujillo-New York. 1.00
D 7 01.02.47 Flown cover. Santiago-New York. 1.00
D 8 SG 496-9 & 501 opt "MUESTRA" 4.50

GUATEMALA

G26 15 covers 1930's-50's mainly airmail. (R)3.00
G29 SG 143 mm (R)7.50
G30 1894 Fiscal sheets (10x7) of 1c and 5c, block 10x4 of 10c all with inv wmk, and sheet of 5c with normal wmk (R)7.00
G36 SG 449a imperf pair. unmounted mint. (R)13.50
G37 02.09.33 SG 274-8 5 values on cover to Hamburg 6.00

HONDURAS

H35 28.04.59 FF Tegucigalpa-Miami. Cachet. (R)4.00
H36 20.11.43 FF H to Costa Rica. TACA. Cachet. 10.00
H37 20.11.43 FF H to Salvador. TACA. Cachet. 10.00
H38 20.11.43 FF H to Miami. TACA. Cachet. 10.00
H39 20.11.43 FF H to New York. TACA. Cachet. 10.00

MEXICO

M11 SG 267-8, 277-9 (5) all opt "MUESTRA" 4.50

NICARAGUA

N42 1904 15c on 10c inverted. SG 204a. Pair. unused (R)1.00
N43 ditto Single. unused (R)0.25
N45 08.12.43 Flown, reg, censored to USA SG 1059-60;Sc C261-2, cancelled '2DO ANN... PEARL HARBOUR ...' (R)4.00
N46 Flown, censored to Cuba. SG 1043, 992; SC C251, C213 cachet 'N... de Defensa ...'. (R)2.50
N52 23.09.35 Flown, official 'Banco de N'. SG 0816, 629; Sc 0334, C18 (R)2.50
N53 31.03.43 Flown, censored. SG 1059-60; Sc C261-2. (R)2.50
N54 28.04.34 FF SG 780, 814; Sc 515, C110. Pilot signed (R)18.00
N55 28.04.34 Similar cover, not signed, black cachet. (R)4.00
N56 14.04.35 Flown to Costa Rica. SG 814; Sc C110. (R)2.50
N58 00.03.42 Flown, reg to USA. SG 629, 631, 811; Sc C18, C4, C104. (R)3.00
N60 31.03.39 Ill. FDC. Will Rogers. Reg, flown with SG 911; Sc RA54 on rev (R)4.00
N61 31.03.39 Similar cover. Reg with SG 999a-d; Sc C221B-E se-tenant on rev (R)3.00
N62 11.03.36 Flown to USA. SG 780, 853A; Sc 619, 136A. (R)2.50

N64 18.02.39 Flown, reg SG 1013-19; Sc C222-8.	(R)2.50
N67 15.08.37 Flown, reg SG 975-81; Sc C186-192 complete + SG 951; Sc RA55	(R)3.00
N69 09.11.33 Flown FDC to Ocotal. SG 799-802; Sc C92-5. Reg	(R)2.50
N71 16.06.37 Flown to Holland. FDC. SG 959-64; Sc C180-5. Reg	(R)4.00
N84 01.03.43 Flown, censored. SG 993g; Sc C221 imperf x 2	(R)2.50
N85 20.11.43 FF Managua to Miami. TACA.	(R)4.00
N87 04.10.37 Flown, reg. SG 965-74; Sc C193-202 complete. Slight damage.	(R)2.50
N88 14.12.61 Flown. SG 1411-19; Sc C454-64. Complete.	(R)2.50
N90 16.12.48 Flown, reg, SG 999a-d; Sc C221B-E se-tenant imperf x2. Slight dam	(R)1.00
N91 07.12.40 Flown. SG 932; Sc C170, SG 1030-1; Sc C237-8	1.00
N93 19.03.37 Flown. SG 933; Sc C171. 40c/C1.	1.00
N94 24.02.41 Flown. SG 975, 1040; Sc C186, C247.	1.00
N99 Air letter. 1984. C5 Fauna. Mint.	(R)1.00
N100 Air letter. 1984. C5 Tourism. Mint.	(R)1.00
N101 Air letter. 1985. C25 Zoo. Mint.	(R)1.00
N102 Air letter. 1985. C25 Stamp Day.	(R)1.00
N109 1988 Antiquities. Unmounted mint set (6) with tabs	(R)2.00
N110 1988 Molusces. Unmounted mint set (7)	(R)2.00
N111 1982 3rd Anniv of revolution. Unmounted mint set (3)	(R)2.00
N112 1983 4th Anniv of revolution unmounted mint set (2)	(R)1.50
N113 1986 Butterflies. Unmounted mint set (7)	(R)2.00
N114 1986 Animals. Unmounted mint set (6)	(R)2.00
N115 1936 Day of the race 1c value in m/s of four, unused	1.00
N116 1936 Day of the race 10c value in m/s of four, mint	1.00
N117 1936 Day of the Race 15c value in m/s of four, mint	1.00

PANAMA

P10 08.10.29 FF to Argentina, cover addressed to Uruguay. Cachet.	(R)5.00
P11 09.02.29 FF to USA. Cachet.	(R)7.50
P13 11.01.31 FF to Trinidad. Cachet.	(R)5.00
P19 21.04.52 40th Anniv cover of FF on isthmus. Illus. Fancy air mail sticker.	2.00
P20 25.04.66 FF Panama-New York. Cachet.	5.00

PARAGUAY

Pg1 21.07.59 FF Asuncion-New York. Cachet.	(R)4.00
Pg2 24.10.60 Flown FDC UN set of three.	1.00

PERU

Pe3 24.04.66 FF by jet. Lima-Miami. Cachet.	(R)4.00
Pe4 30.04.66 FF by jet. Lima-New York. Cachet.	(R)4.00
Pe5 07.08.66 FF by jet. Lima- New York by DC-8. Cachet.	(R)4.00
Pe6 SG23, mint.	(R)6.00

SALVADOR

S14 21.09.1864 Ship letter, La Libertad-New York with circular 'Steamship 20'. Outer folded cover contains two orders, one for petroleum and the other for glass lamps, wicks etc..	(R)20.00
S22 21.11.43 FF cover. S to Nicaragua. Cachet. TACA.	10.00
S23 21.11.43 FF cover. S to Costa Rica. Cachet. TACA.	10.00
S24 21.11.43 FF cover to Honduras. Cachet. TACA.	10.00
S25 21.11.43 FF cover to Miami. Cachet. TACA.	10.00

URUGUAY

U 1	07.11.31 FF to Brazil (4 different addresses)	Each (R)8.00
U 2	18.02.30 FF to USA. Cachet.	(R)16.00
U 3	07.09.31 FF to Argentina.	(R)8.00
U 4	17.07.46 FF to USA. Cachet.	(R)8.00
U 5	17.07.46 FF Montevideo-New York. Cachet.	5.00

SEEBECKS

Sel Uncirculated packet book of mint and a few used Seebecks, including Salvador 1892 and 1894 in blocks of four, Salvador 1896 15c on piece. Over 200 stamps. 8.00